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URS

August 18, 2000

Mr. Paul Peronard
US EPA
EPR-SA
999 18th St, Suite 500
Denver, CO 80202

Mr. Paul Peronard
US EPA
501 Mineral Avenue
Libby, Montana 59923

Re: **Addendum 5 to Approved Work Plan dated July 28, 2000**
**Libby Asbestos Site (#8-BC), Libby, Lincoln County, Montana**

Dear Mr. Peronard:

Please find attached, for your review and approval, Addendum No. 5 to the above referenced work plan. URS is planning to begin implementing the revisions to the Appendix E, Traffic Control Plan described in the attached Addendum No. 5 and to begin the hauling of cleaning/demolition materials from the Planer Shop to the disposal level 12 on August 22, 2000. Therefore, please call me with any comments or fax your approval to me by noon on August 21.

Thank you in advance for your immediate attention with this matter. Please call if you have any questions concerning this submittal.

Sincerely,

Jim Stout
Project Coordinator
Libby Asbestos Site

cc: Jon Constan, Montana Department of Environmental Quality (3 copies)
Ken Lund, Holme Roberts & Owen
Bob Mariam, WR Grace
David Cleary, WR Grace
Karen Brown, WR Grace
Matthew Cohn, US EPA

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**ADDENDUM NO. 5**
**Work Plan – Removal of Asbestos and Vermiculite**
**at the Export Plant, Libby Asbestos Site**
**28 July 2000**

This addendum to the 28 July 2000 Work Plan for the removal of asbestos and vermiculite at the Libby Asbestos Site is issued to amend Appendix E – Traffic Control Plan. The following items are proposed changes to the current Traffic Control Plan:

1. Calcium chloride, in lieu of magnesium chloride, will be applied to Rainy Creek Road as part of the dust control measures taken for this removal action. The application of calcium chloride is an effective dust control measure which will minimize the amount of water required for dust suppression.

2. Once soil removal activities begin at the Export Plant site, wheel washing of trucks will begin as they leave the Export Plant site per the original plan.

3. The route to the mine has not been altered.

4. The mine decontamination pad will be constructed for wheel washing of exiting trucks at the last turnout exiting the mine road near the "locked gate," rather than adjacent to the well (See revised **Figure E-3**).

5. One flagger at the mine will now provide traffic control for all trucks hauling soil and debris to the mine disposal site. The location of this flagger will be at the mine gate (locked gate). This flagger will be in radio contact with all truck traffic and will control ingress and egress to all traffic within the former Vermiculite Mountain Mine Site during operations. The gate will be locked at other times.

6. Several turnouts have been identified between the mining gate and mine disposal site where trucks can pull over to wait for oncoming traffic , therefore allowing restricted two-way traffic in this portion of the haul route. The turnouts will each be numbered so that a vehicle's location can be monitored. If more than one vehicle is between the mine gate and the mine disposal site, they can be directed by the flagger via radio communications to pull over and wait for the uphill traffic to pass before proceeding, thereby improving the overall flow of trucks through this segment of the haul route.

7. Daily truck count passing the flagger will be maintained.

8. The Traffic Operations Foreman position will be eliminated. The duties of the Traffic Operations Foreman will be assumed by the Construction Supervisor.

9. The revised disposal locations for soil and debris traffic patterns are shown on the revised **Figure E-3.**

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Signature Date

_____

Printed Name of Signer